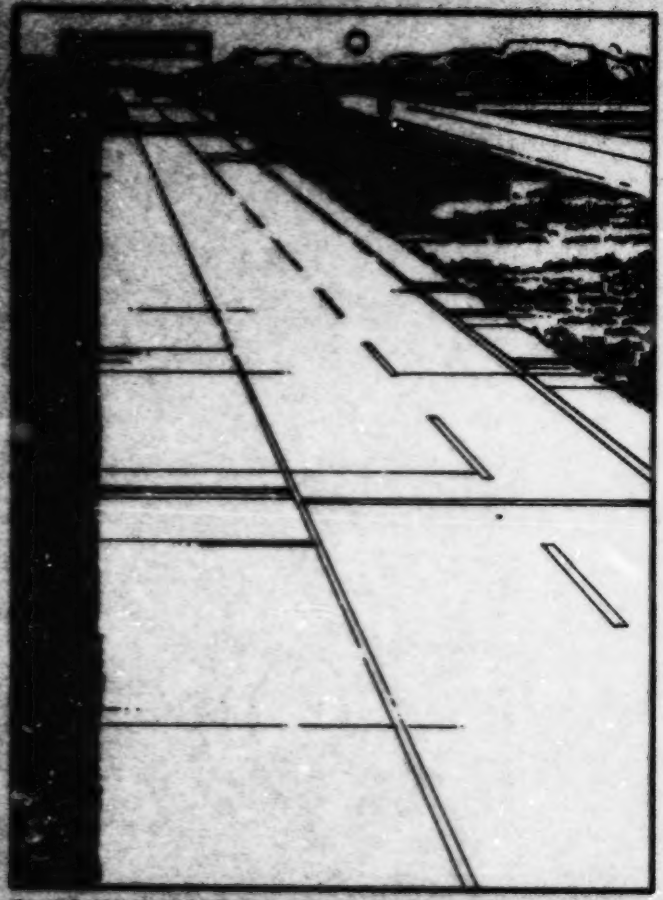

Traffic Laws for Farm Vehicles and Implements

AGDEX 661

Alberta
AGRICULTURE
Farm Safety Program

85-1884/

TRAFFIC LAWS FOR FARM VEHICLES AND IMPLEMENTS

ALBERTA AGRICULTURE
FARM SAFETY PROGRAM

Written by Nick E. Sackey

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INTRODUCTION

This report covers the Legislative Acts and their regulations that affect farmers in the use of their farm trucks, farm implements and the hauling of fertilizers, chemicals and other dangerous goods on public roads. The transport of farm implements and dangerous goods on public roads has increased steadily in the last few years due mainly to the fact that many farmers have farm units in several different locations.

The study covered the various acts and their resulting regulations. Discussions were held with the government departments responsible for administering these acts.

This report is comprised of three parts. Part one gives an overview of the main points discussed in the three sections; Farm Trucks, Farm Implements, and Hauling of Fertilizers and other Dangerous Goods on Public Roads. Part two covers the highlights of points outlined in Part one. Part three is a set of Appendices providing further information on some of the points discussed in Part two.

This publication presents an overview of the existing legislation concerning farm vehicles and implements and discusses some of the more important laws and regulations that presently govern their use. This publication does not discuss all of the laws and regulations presently governing the use of farm vehicles and implements. The purpose of this publication is to provide the vendor with a comprehensive guide to enable him or her to better understand the existing legislation in this area. The material presented in the following pages SHOULD, AT NO TIME, BE CONSIDERED AS A COMPLETE DISCUSSION OF THE LEGISLATION AND OTHER LAW NOR SHOULD IT EVER BE CONSIDERED AS AN INTERPRETATION OF OR A REPLACEMENT FOR THE LEGISLATION AND OTHER LAW. While every effort has been made to ensure that the information in the publication is correct at the time of its publication, neither the Crown, its agents or employees, nor the author of this publication, assume any responsibility or liability whatsoever for any loss, including, but not restricted to, financial loss, or damage suffered as a result of the publication or use of these materials or as a result of any changes in the law after publication of these materials. Specific problems concerning the laws and regulations governing the use of farm vehicles, and implements should be referred to a professional, such as a lawyer, who is capable of dealing with problems in this area.

PART ONE

OVERVIEW

TRAFFIC LAWS FOR FARM VEHICLES AND IMPLEMENTS
"THE USE OF PUBLIC ROADS"

FARM TRUCKS ON PUBLIC ROADS

1. PUBLIC ROAD LAWS AND SIGNS
2. OPERATOR'S LICENCE
3. LICENCING AND INSURANCE
4. DISQUALIFICATION AND SUSPENSION
5. ALLOWABLE WEIGHTS AND SIZE
6. OVER HANGING LOADS
7. EQUIPMENT REQUIRED ON FARM TRUCKS
8. HAULING PRODUCE
9. HAULING LIVESTOCK

PUBLIC ROAD TRAVEL BY SELF-PROPELLED FARM IMPLEMENTS AND TRAILERS

1. AGE RESTRICTIONS
2. RULES OF THE ROAD WHICH MUST BE OBEYED
3. IMPLEMENT DIMENSIONS
4. EXTRA EQUIPMENT REQUIRED ON FARM IMPLEMENTS
5. FACTORS WHICH OFTEN CONTRIBUTE TO FARM IMPLEMENT ACCIDENTS ON PUBLIC ROADS

HAULING YOUR FERTILIZERS, FARM FUELS AND OTHER DANGEROUS GOODS ON PUBLIC ROADS

1. WHAT IS A DANGEROUS GOOD?
2. HAULING OR TRANSPORTING A DANGEROUS GOOD
3. OPERATING AN APPLICATOR
4. OPERATING A TANK ON A FARM WAGON TYPE TRAILER
5. OPERATING A DRY SPREADER TRAILER
6. OPERATING A SELF-PROPELLED FLOATER IMPLEMENT OF HUSBANDRY EQUIPPED WITH TIRES DESIGNED FOR OFF-ROAD USE

Farm Trucks on Public Roads

Farm trucks, in general, must conform to the same road use regulations as other types of vehicles, but in some cases, they are exempt from some regulations. In this section, we discuss the main points on farm trucks given in the overview of Part one, page 1.

1. Public Road Laws and Signs

When driving farm trucks on public roads, you must obey the road use laws and signs as if you were driving your private car. These include speed limits etc. These are indicated by traffic control signals, a peace officer, a flagman, barricades, or signs placed along roads.

2. Operator's Licence

You must have a valid operator's licence to drive farm trucks on public roads which must be the right class of licence for the kind of truck you are driving. See Appendix 9, pages 22 to 25 for more information on the Alberta Driver Licence System.

3. Licensing and Insurance

Farm trucks must be licensed and insured against public liability and property damage. The licence plates must appear on the front and rear of the truck and must be readable. When you acquire a new vehicle, you may use licence plates issued to another vehicle when picking up the newly acquired vehicle from the seller. However, you must licence and insure the newly acquired vehicle within 14 days of the date of purchase. Please note that the licence plates must be current. You should contact your nearest Motor Vehicle Division for information on how to licence your newly acquired vehicle. A sound practice is to phone your insurance company when you acquire another vehicle.

4. Disqualification and Suspension

You can be suspended for breaking some of the laws governing the use of public roads or by accumulation of demerit points on your driver's licence. Farming does not mean you are exempt, it only makes it more crucial to avoid losing your licence. Can you afford not to be able to drive your vehicles, especially during harvest time when you probably need them the most?

5. Allowable Weights and Size

The maximum weight of a truck and the load the truck may carry is usually specified in the registration certificate when you licence your truck. You must not exceed this maximum weight limit, unless you have a permit from the Motor Transport Board. If you exceed these maximum weights, the fine for exceeding a weight limit is heavy. A wise practice is not to exceed the gross axle load limit per axle recommended by the manufacturer. Usually, during harvest time, a provision is made to allow farmers to haul increased loads from their field to farm storage.
See Appendix 2, page 12 for more information on this provision and check with your local vehicle inspection station to get first-hand information on the current weight limit exemptions. Appendix 6, page 18, gives the size limitations of trucks.

6. Overhanging Loads

If the load you are carrying overhangs the rear of the truck by more than 1.5 metres (5 ft) you must attach a red flag during daylight hours or a red light at night, on and at the extreme end of the overhanging load.

7. Equipment Required on Farm Trucks

There is some equipment such as headlights, stoplights, brakes, rearview mirrors, reflex reflectors which you must have on your truck at all times.

A. Lights:

i. **Headlights** — At least two clear, untinted glass mounted on each side of the front of the truck.

ii. **Taillights** — At least two red taillights mounted at the rear of the truck. The taillights when lit must be capable of illuminating the rear licence plate of the truck from a distance of 15 metres (49 ft).

iii. **Stop (Brake) Lights** — At least two red stop lights mounted on the rear of the truck. A stop light must light up when the wheel brakes are applied.

iv. **Turn Lights** — White or amber turn lights to the front and red or amber lights to the rear of the truck to indicate an intention to turn either to the right or left.

v. **Side Marker Lights** — One amber side marker close to the front, one red side marker close to the rear on both sides. If the truck is more than 9.2 metres (30 ft) in length, there must be one amber intermediate side marker light at or near the centre of the truck. This applies to trucks manufactured on or after January 1, 1971.

vi. **Side Reflex Reflectors** — One amber side reflex reflector close to the front and one red side reflex reflector close to the rear of the truck on each side. If the truck is more than 9.2 metres (30 ft) in length, there must be one amber intermediate side reflex reflector at or near the centre of the truck.

vii. **Vehicle Hazard Warning Lights** — They all must flash simultaneously when they are activated.

viii. **Identification Lights** — Farm trucks more than 2.05 metres (7 ft) in overall width, including any load must have three amber identification lights on the front and three red identification lights on the rear of the truck. This applies to trucks manufactured on or after January 1, 1971.

ix. **Clearance Lights** — Farm trucks more than 2.05 metres (7 ft) in overall width, including any load, must have two amber clearance lights on the front and two red clearance lights on the rear of the truck. The clearance lights should be located so they indicate the overall width of the truck.

x. **Spot Lights** — A spot light may be carried on the farm truck but when the truck is in motion the ray of the light must be directed to the extreme right of the travelled portion of the road.

xi. **Auxiliary or Fog Lights** — You may have a combined total of four (maximum) auxiliary and fog lights but you can only use two of them when your headlights are lit.

The identification and clearance lights must be controlled by circuits separate from the circuit that controls the headlights and taillights.

The taillights, side marker lights, vehicle hazard warning lights,

identification and clearance lights should be visible at a distance of 150 metres (492 ft) in normal darkness.

All lights and reflective devices should be visible at all times. (This includes cleanliness from dirt and mud.) If a light or reflective device is covered by a part on the truck, the truck must be equipped with an additional auxiliary light or reflective device at an alternate location, for example, snow plow blades covering headlights on truck fronts.

Use your headlights and other lights during the night time hours or when, due to insufficient light or unfavorable atmospheric conditions, you cannot see objects clearly on the road at a distance of 150 metres (492 ft) ahead.

Further information on light standards is given in Appendix 5, pages 15 to 17.

B. Brakes:

i. **Service Brakes** — must be capable of stopping the truck, plus any attachments, within 10 metres (33 ft) from a maximum speed of 30 km/hr (19 mph).

ii. **Emergency or Parking Brake** — must be capable of stopping the truck, plus any attachments, within 16 metres (52 ft) from a maximum speed of 30 km/hr (19 mph).

All brakes must be maintained in good working order.

C. Other Equipment Required:
Horn, muffler, windshield and windshield wipers, mud guards, hood latches, door latches, rear view mirror, speedometer, flags and flares.

D. Equipment you cannot have on your truck:
You cannot equip your farm truck with sirens, radar detectors, and search lights.

8. Hauling Produce (Bales, Grain, Vegetables and others) with Your Farm Truck

You must obey all the driving rules governing the use of public roads as when you are using your private car. You must be within specified weight limits, your operator's licence must be current, your truck must be licensed and insured. In short, you do not have many exemptions when you use your trucks to haul farm produce on public roads. Produce should be adequately covered or secured to prevent it from blowing or falling off the truck. Produce which has been treated with fumigants must be identified by placing the proper fumigation placard on the rear of the truck.

Check with your local vehicle inspection stations and district offices of the motor transport branch of Alberta Transportation if you need a permit and also for information on current weight limit exemptions.

Some regulation changes were made by the Minister of Transportation in July regarding the hauling of hay and straw. Further information on these regulation changes is given in Appendix 3, page 13.

9. Hauling Livestock with Your Farm Truck

Just like hauling produce, you do not have any exemptions from weight limitations, operator's licence, and many of the other requirements governing the use of public roads.

A livestock manifest is required to transport livestock within the province and an export permit (A-form) is required for destinations

outside the province. Check your manifest and permit requirements. You need a hog producer's receipt and a hog manifest to transport market hogs. These manifests are used to establish ownership.

Livestock manifests can be obtained from your local brand inspection officer and you can contact your local brand inspection officer regarding export permits. The hog producer's receipt and hog manifest can be obtained from the Alberta Hog Producers Marketing Board in Edmonton. A copy of an approved livestock manifest is given in Appendix 4, page 14.

The owner of the livestock or his agent must complete the livestock manifest as follows:

A. the date livestock is loaded for transportation
B. the name and address of owner of livestock
C. the consignee's name and address
D. the number of livestock
E. the color of livestock
F. the kind of livestock
G. the description and the location of all brands and other marks of ownership on each animal
H. the signature of the shipper.

The vehicle operator or the driver of the livestock will:

A. sign and indicate his address
B. indicate the licence number of the vehicle used to transport the livestock
C. show transportation charges, if any.

When you fail to provide all the necessary information required on the manifest to establish ownership, a livestock inspector may seize the livestock and place them in locked pens at your expense until you comply. Where there are several owners transporting livestock in a single shipment, each owner must have a separate manifest covering his or her livestock. However, you do not need any livestock manifest when you haul livestock to a destination less than 16 kilometres (10 miles) or to a veterinary clinic. This 16 kilometre exemption does not apply when you are hauling livestock to a community pasture, forest reserve, a custom feedlot or a livestock market. You need a manifest to haul livestock to these places, no matter how close they are.

If livestock covered by more than one manifest are included in a single shipment to a community pasture, forest reserve, commercial feedlot, or livestock market, each animal must be clearly identified by a paint marker, livestock marking crayons, or hair clips.

Any livestock that you haul to a livestock market or custom feedlot must be inspected by a livestock inspector. Livestock you intend to haul out of the province must be inspected by a livestock inspector except:

A. where you are shipping directly to a market in Lloyminster, Saskatchewan or to Dawson Creek, British Columbia.
B. purebreds accompanied by a livestock manifest, registration certificate, and a bill of sale where a sale transaction is involved.

Export livestock must be inspected at the shipping point — your ranch, custom feedlot, or a stockyard. You should give your local inspector at least 48 hours notice of the date and time you intend to ship the livestock, where you would be loading, the number of head of livestock and where you would be hauling to.

All other cattle are inspected at their destination point — custom feedlot, livestock market or packing plant.

There should be enough and suitable bedding material to cover the deck surface of the truck for secure footing and cushioning.

Livestock must be protected against the extremes of heat and cold when the temperature is above 30°C (86°F) or below -18°C (0°F). Hogs being transported when the temperature is below 0°C must not be exposed to bare metal in the truck box sides.

There should be adequate space for each animal and overcrowding should be avoided. Minimum floor space for each animal is given in Appendix 3, page 18.

A truck used to transport livestock shall meet the following requirements:[1]

A. The box front of the vehicle shall be closed so that exhaust fumes cannot enter the box;

B. The back of the vehicle shall have a minimum of 930 square centimetres (144 square inches) of opening for each 30 centimetres (12 inches) width of the trailer;

C. The sides of the vehicle shall have a minimum of 930 square centimetres (144 square inches) of opening for each 30 centimetres (12 inches) length of trailer, or shall otherwise be constructed to ensure proper ventilation.

Make sure there are no loose objects in the truck box which can injure the animal.

When you are hauling different kinds of livestock, such as cattle and calves, and hogs in the same truck, you must separate the different kinds by a protecting partition.

You cannot load or transport any livestock which has not been fed or watered within five hours of loading, except for slaughter hogs. Neither can you transport a pregnant animal if it is likely the animal will give birth during the journey. Also, you cannot transport any livestock which for health reasons is unfit for travel unless that animal is to be taken to a veterinary clinic, a confinement area or for slaughter.

For further information contact Regulatory Services Branch, Alberta Agriculture at 427-5098 or your local brand inspector.

[1]Source: Alberta Regulations 452/78, page 1494.

Public Road Travel by Self-propelled Farm Implements and Trailers

Farm implements fall under implements of husbandry. An implement of husbandry is considered a vehicle designed and adapted exclusively for agricultural, horticultural or livestock raising operations. Farm implements are often not considered as motor vehicles by law and as such are not required to be licenced and insured.

Farm implements under certain conditions of operations can be classified as motor vehicles and as such must be licenced and insured against public liability and property damage. To protect yourself when using farm implements for any purpose other than for your farming operations, you should contact your nearest Motor Vehicle Division for information on whether or not those implements require licencing and insurance.

Irrespective of whether your farm implements are classified as motor vehicles or not, operating them on public roads places you in company with motor vehicles and other vehicles which use the roads as well.

This section highlights the main points outlined under Public Road Travel by Self-propelled Farm Implements and Trailers in the overview on page 1.

1. Age Restrictions

You must be 14 years or older to drive a farm implement on a public road. If you permit anyone younger than 14 years to drive a farm implement on a public road, you can be liable for any accidents caused by him. However, you do not need an Alberta operator's licence.

2. Rules of the Road which Must Be Obeyed

We all must drive by the same rules of the road. We must obey rules given by a traffic control signal, and follow directions given by a peace officer, a flagman, by barricades or road signals.

These rules may be for parking, backup, overtaking, driving on shoulders, speed limits and so forth.

3. Implement Dimensions

Farm implements are generally exempt from overwidth permits issued by the motor transport board, however, common sense should control how wide an implement you drive on the highways. Permit exemption does not mean you have a licence to take up the whole road.

At night time, those implements wider than 2.05 metres (7 ft) must carry two red clearance lights on the rear. During daylight hours you must carry red flags at the rear of the implement.

The clearance lights and flags must be spaced as wide as possible to indicate the overall width of the implement.

4. Extra Equipment Required on Farm Implements

All self-propelled implements must have equipment such as headlights and brakes.

A. Lights

i. Headlights on self-propelled implements — a minimum of two and a maximum of four white headlights to the front.

ii. Taillights on self-propelled implements — a minimum of two red taillights to the rear.

iii. **Stoplights (brake lights) on self-propelled implements and trailers — a minimum of two red stop lights to the rear. Stop lights are required at all times.**

iv. **Identification lights for implements over 2.05 metres (7 ft) in width are required after January 1, 1971.**

The various light standards are listed in Appendix 5, pages 15 to 17.

B. **Reflectors — two red rear reflex reflectors are required on trailers. Side reflectors are also required.**

The headlights, taillights and reflectors, are required when operating on a public road at night time or during the day if visibility is reduced to 150 metres (492 ft) due to poor driving conditions.

C. **Brakes — adequate service brakes are required on self-propelled implements. The brakes must be capable of bringing the implement, plus any attachments, to a standstill within 12 metres (39 ft) at a speed of 30 km/hr (19 mph).**

Service brakes are required on farm trailers except where the trailer is 3,650 kilogram (8,046 lb) or less and its speed does not exceed 25 kilometres per hour (15 mph) while being towed empty.

D. **Slow Moving Vehicle Emblem (SMV) — one is required to be positioned at the rear if the implement has a normally used speed of 40 km/hr (25 mph) or less. When pulling a train of implements, the SMV emblem is required only on the last implement.**

E. **Rear-view mirror is required on self-propelled implements to provide the operator with adequate vision to the rear.**

F. **Mudguards — or other spray-reducing devices on trailers. Mudguards must be as wide as the width of the tires.**

G. **Safety chain — you need two separate means of attachments, the regular hitch and a safety chain. However, when you are towing within 35 kilometres (22 miles) from your residence, only the regular hitch is required.**

5. Factors which Often Contribute to Farm Implement Accidents on Public Roads

A. **Misjudging the size of farm implements. Wide implements may overlap into another lane and create a hazardous situation.**

B. **Failure to signal intentions clearly.**

C. **Motorists misjudging the size and speed of farm implements and not slowing down when they approach farm implements.**

D. **Inadequate lighting and markings on farm implements to warn motorists of slow speeds and overall width.**

E. **Operator's inexperience in handling large scale tractors and other farm implements on the highway.**

F. **Road conditions such as wet road, bumps, pot holes, snow and ice, soft shoulders and roadside obstacles.**

G. **Unsecured loads. A falling load can create a hazardous situation for other vehicles.**

H. **Swinging out to turn into a narrow driveway and crossing the centre line to do it.**

I. **Hurrying and fatigue on the job.**

J. **Loose parts, poor tires, excessive speed, uneven braking on separate wheels.**

Hauling Your Fertilizers, Farm Fuels, and Other Dangerous Goods on Public Roads
Dangerous Goods

1. What is a Dangerous Good?

Many pesticides, fertilizers and other materials have been beneficial to us in our attempt to control pests and increase crop yields. At the same time, some of these materials have dangerous and undesirable characteristics which can lead to serious consequences if not handled properly.

The term used to describe these materials is "DANGEROUS GOODS". Recent legislation has been written to attempt to bring better management to the transportation of these materials on our highways. A list of the various classes of dangerous goods is given in Appendix 7, page 18.

2. Hauling or Transporting a Dangerous Good

The way and manner you haul or transport a dangerous good on public roads depend to a large extent on the nature of the good, the amount to be hauled, and whether that dangerous good is regulated or exempt from regulations.

Usually the manufacturer puts his products into the appropriate class and subclass of dangerous goods and indicates which ones are regulated dangerous goods and which are not. This information is passed on from the manufacturer to the supplier.

You can only transport or load the good in appropriate containers. The container must meet safety standards with regards to its design, construction, equipment, function, or performance.

Where a container is mounted on a farm implement, there must be sufficient protection against damage to the piping, valves and fitting.

Where applicable, the container, the vehicle, trailer, or any implement used to haul the dangerous good must bear the appropriate safety marks. The safety marks include any design, symbol, sign, label, placard, letter, word, number, abbreviation or any combination of these. The dealer will give you information on which safety marks to use depending on the nature of the good and the amount you are hauling. When in doubt, you should check with Alberta Dangerous Goods Control at 422-1909. Examples of these safety marks are shown in Appendix 8, pages 20 and 21.

Depending on the nature of the good and the amount you are hauling, you may be required to carry shipping documents. Shipping documents include a bill of lading, a cargo manifest, shipping order, or a way bill.

Information required on shipping documents are:

A. name and address of consignor and consignee
B. where it is coming from and where it is going to
C. description of the dangerous good
   - — correct shipping name
   - — product identification number
   - — primary classification and subclass in parenthesis, if any

D. the packaging group
E. flash point for flammable liquid
F. the type of placard to use
G. any special instructions for hauling it
H. 24-hour emergency telephone number
I. total mass volume of each dangerous good.

The dealer should tell you which shipping documents you need. In your own interest, you can double check with Alberta Dangerous Goods Control at 422-1909 about what shipping documents you may need and also if you need a permit to haul that good.

There are regulations in different municipalities which control how fast you can travel or which routes you can travel on. For example, within the City of Edmonton, except where permitted you can only travel on designated "Dangerous Goods Routes".

You may also be restricted as to what time of the day you can travel. For example, when you are operating a tank carrying anhydrous ammonia fertilizer that is on a farm wagon type trailer you can only travel during daylight hours.

Check with your local vehicle inspection staticns about current weight limit exemptions.

3. Operating an Applicator

An applicator is an implement of husbandry specially designed for the application of anhydrous ammonia upon which an applicator tank is mounted.

When operating an applicator, the applicator must be equipped with brakes, signal and taillights. You cannot travel at more than 65 km/hr (40 mph). The exceptions to the brake requirement are given on page 19.

4. Operating a Tank on a Farm Wagon Type Trailer

The trailer must have brakes on the rear wheels and carry a "Slow Moving Vehicle" emblem on the rear. The trailer must be equipped with safety chains or cables. The towing unit must weigh at least 2,720 kilogram (5,996 lb) or its weight must equal or exceed the weight of the trailer if the trailer is carrying a tank with a capacity of 4,900 litres (1,078 Imp. Gal) or more.

You cannot travel at more than 40 kilometres per hour (25 mph) and the front of the trailer must bear the words "Maximum Speed 40 Kilometres Per Hour" (25 mph) in red lettering.

You can only travel during daylight hours and your hazard warning lights must be flashing while travelling.

You cannot fill the tank to more than 85 per cent of its capacity.

5. Operating a Dry Spreader Trailer

A dry spreader trailer is a hopper type trailer designed to transport and apply granular fertilizer.

The trailer must be equipped with brakes if it weighs more than 5,000 kilograms (11,000 lbs) and carry a "Slow Moving Vehicle" emblem on the rear. The trailer must be equipped with safety chains or cables.

The towing unit must weigh at least 2,720 kilograms (5,984 lb) or its weight must equal or exceed the weight of the trailer if the trailer weighs more than 7,3000 kilograms (16,060 lb).

You cannot travel at more than 40 kilometres per hour (25 mph) and the front of the trailer must bear the words "Maximum Speed 40 Kilometres Per Hour" (25 mph) in red letters. You can only travel during daylight hours and your hazard warning lights must be flashing while travelling.

6. Operating a Self-propelled Floater Implement of Husbandry Equipped with Tires Designed for Off-road Use

Floaters are vehicles designed exclusively for the transportation and field application of fertilizers. The floater must have brake, tail, head, and signal lights.

During hours of darkness there must be amber clearance lights and reflectors to the front and red clearance lights and reflectors to the rear of the floater.

You cannot travel at a speed or load rating greater than that prescribed by the manufacturer of the tires or travel on a paved road with a load.

PART THREE APPENDIX 1

List of Agencies to Consult

Alberta Highway Patrol at 422-1923

Transportation of Dangerous Goods Control, Disaster Services at 422-1904

Transportation Safety Branch, Alberta Transportation at 427-7915

Motor Vehicles Division, Alberta Solicitor General at 427-8241

Your local R.C.M.P., County Police or Municipal District Office

Motor Transport Branch office in Red Deer 427-2771/340-5139

Alberta Agriculture at 427-2727

Farm Safety Program at 427-2186

Queen's Printer: 11510 Kingsway Avenue, Edmonton

or

Room 601, J.J. Bowlen Building
620 - 7th Avenue, S.W., Calgary

APPENDIX 2

Hauling Grain Regulation Changes Announced[1]

Recently announced changes to regulations concerning hauling grain will allow farmers to haul increased loads from their fields to farm storage from August 15 to the end of harvest. The changes, announced by Alberta Transportation Minister Marvin Moore, became effective August 15, 1984.

Under the revised regulations, a tolerance of 1000 kilograms (2200 lb) will be permitted over the legal axle load on each axle of the hauling vehicle. In addition, tolerance on the allowable gross vehicle weight is increased from the present five per cent to 15 per cent, to a maximum of 2000 kilograms (4400 lb)

The changes apply to vehicles travelling on gravelled primary highways and on secondary and local roads within Improvement Districts. All roads under municipal, county or special area control will remain the responsibility of the local road authority.

In making the announcement, Mr. Moore said he will be encouraging the municipal districts and counties to adopt similar weight allowances on gravelled roads under their jurisdiction.

Mr. Moore stated, "It is necessary to maintain the existing weight restrictions on paved roads both under provincial and municipal control because of the severe damage that often occurs to paved roads when grain trucks are overloaded."

This increase in axle loading and gross vehicle weight should help to resolve some of the problems that farmers face in getting the crop to the bin. The changes will begin each year on August 15 and will run until the completion of harvest.

[1]Alberta Agriculture. **Agri-News**. Edmonton, August 30, 1984.

APPENDIX 3

New Regulations for Transporting Hay and Straw[1]

Alberta Transportation Minister Marvin Moore has announced regulation changes which recognize the specific needs of the agricultural community in the transportation of hay and straw for distances not exceeding 50 kilometres.

Under the amended regulations, permits are no longer required when loads of less than 4 m (or 13 ft.) in width are transported during daylight hours, provided that when deck extensions are used, they are folded or retracted in width to 2.8 m (9 ft. 2 in.) when the vehicle is empty. Loads in excess of 4 m (13 ft.) in width as well as loads over 5 m (16 ft. 5 in.) in height require a special permit from the motor transport branch, which is available at no cost. Loads hauled at night will continue to require lighting and special signing, depending upon the width.

These permits and additional information are available from any of the vehicle inspection stations and district offices of the motor transport branch of Alberta Transportation or from the motor transport branch office in Red Deer.

Mr. Moore stated, "These regulation changes are in keeping with the government's commitment to regulatory reform and should allow a greater flexibility for farmers hauling hay. You will, of course, be expected to take any precautions necessary to ensure that you do not jeopardize the safety of other roadway users. Vehicle operators are reminded that special attention must be given to overpass heights as well as to building and securing a safe load within legal weight limits."

[1]Alberta Agriculture. **Agri-News**. Edmonton, July 23, 1984.

Alberta
AGRICULTURE

LIVESTOCK MANIFEST

PEN. NO. | DATE JUNE 1 198 8

OWNER'S NAME: JOHN DOE
(PRINT NAME AND ADDRESS CLEARLY)

ADDRESS: SOMETOWN, ALTA.

CONSIGNED TO: A.B.C. MARKET

ADDRESS: ANYWHERE, ALTA.

TO BE USED FOR CATTLE AND HORSES ONLY

NUMBER	COLOUR	KIND OF LIVESTOCK	OWNER'S BRAND	BRAND LOCATION	OTHER BRANDS	BRAND LOCATION
2	R.W.F.	COWS	KS	Rt R		
4	BLK	STEERS	AB	L. H.		
3	RED	HEIFERS	71	L		
2	RWF	CALVES	N.V.B.			

SAMPLE

11 TOTAL NO. OF LIVESTOCK | BRAND INSPECTOR

SHOW CORRECT BRAND INFORMATION — IF LIVESTOCK COVERED BY MORE THAN ONE MANIFEST ARE INCLUDED IN A SINGLE SHIPMENT: IDENTIFY EACH SEPARATE LOT BY PAINT OR SCISSOR MARKS.

TRUCKING CHARGES $0.00 LICENSE NUMBER 876 543

SHIPPER'S SIGNATURE JOHN DOE

TRUCKER'S SIGNATURE JOE SMITH

TRUCKER'S ADDRESS EDMONTON

RECEIVER'S SIGNATURE _____ NO.

APPENDIX 5

Light Standards

LIGHT	# REQUIRED MIN	MAX	COLOUR	HEIGHT WHEN VEHICLE STANDS UNLOADED LOW	HIGH	REQUIRED LOCATION	INTENSITY
1. HEADLIGHTS	2	4	White	600 mm	1400 mm	At least one on each side of the front	Sufficient to reveal persons and vehicles at a distance of 30 m on low beam and 100 m on high beam. For tractors and self-propelled implements a) 30 m ahead when travelling at a speed of 40 km/hr or less b) 60 m ahead between 40-60 km/hr c) 100 m ahead over 60 km/hr
2. TAIL LIGHTS	2		Red	500 mm	1850 mm	Widely spaced laterally as is practicable at the rear	Visible from 150 m to the rear
3. STOP LIGHTS	2		Red	38 cm	185 cm	As far apart as practicable at the rear or rearmost vehicle in a train of vehicles	Visible 250 m to the rear in normal sunlight

LIGHT	# REQUIRED MIN	MAX	COLOUR	HEIGHT WHEN VEHICLE STANDS UNLOADED LOW	HIGH	REQUIRED LOCATION	INTENSITY
4. TURN LIGHTS	2 front		White or Amber	38 cm	211 cm	Front as widely spaced as practicable	Visible 250 m. Front and rear of one side should flash simultaneously
	2 rear		Red or Amber	38 cm	211 cm	Rear as widely spaced as practicable	
5. SIDE MARKER LIGHTS	2		Amber at Front	0.4 m	—	Front. Trailers less than 183 cm length exempted	Visible 150 m
	2		Red at Rear	0.4 m	—	Rear	
	2		Amber at Centre	0.4 m	—	Centre side if over 9.2 m in length	
6. REFLEX REFLECTORS	2		Amber	0.4 m	1.6 m	Side front. Exempt if under 183 cm length	Visible 150 m in normal darkness when the highbeam of a motor vehicle is shone toward them
	2		Red	0.4 m	1.6 m	Side rear	
	2		Amber	0.4 m	1.6 m	Side centre if over 9.2 m in length	
	1		Red	0.4 m	1.6 m	Rear if less than 0.8 m in width	
	2		Red	0.4 m	1.6 m	Rear if over 0.8 m in width	
7. HAZARD WARNING LIGHTS	2		White or Amber	38 cm	211 cm	Front (same height as turn lights)	Visible 150 m in normal darkness, when activated all four must flash simultaneously
	2		Red or Amber	38 cm	211 cm	Rear	
8. IDENTIFICATION LIGHTS	3		Amber			On the front	Visible 150 m Required if 2.05 m or more in overall width
	3		Red			On the rear	

LIGHT	# REQUIRED MIN	MAX	COLOUR	HEIGHT WHEN VEHICLE STANDS UNLOADED LOW	HIGH	REQUIRED LOCATION	INTENSITY
9. CLEARANCE LIGHTS	2		Amber			On the front as close to the top as possible	Visible 150 m required
	2		Red			On the rear as close to the top as possible	If 2.05 m or more in overall width including any load
10. AUXILIARY LIGHTS	2	4			400 mm	On the front of the vehicle and below the levels of the centres of the headlamps	
11. OVERHANGING LOAD	1 Red light at night 1 Red flag daylight				300 mm sq	On and at the extreme rear end of the overhanging load, if a load overhangs the rear of the vehicle by 1.5 metres or more	

SOURCE: Government of the Province of Alberta. Statutes of Alberta. **Highway Traffic Act, Consolidated to January 31, 1984.** Chapter H-7, Volume 5, Queen's Printer: Edmonton, 1984.

APPENDIX 6

Farm Trucks on Public Roads

5. Allowable Weights and Size

Farm trucks are restricted[1] to:

A. 2.60 metres (8.53 ft.) in width, trucks more than 2.05 metres (6.72 ft.) in width require front amber and red rear clearance lights at night.

B. A height of 4.15 metres (13.61 ft.) from the road surface.

C. 12.50 metres (41.00 ft.) in length of any single vehicle.

D. 20.0 metres (65.6 ft.) in overall length of any truck-tractor, semi-trailer, or combination.

E. 21.50 metres (70.52 ft.) in overall length of the following combinations: truck and towed trailer, truck-trailer, semi-trailer and trailer.

Hauling Livestock

1. Minimum floor space[2] required for each animal:

   A. 0.28 square metres (13.77 sq. ft.) for lambs and sheep;

   B. 0.33 square metres (3.55 sq. ft.) for hogs weighing up to 90 kilograms (198 lb) live weight;

   C. 0.33 square metres (3.55 sq. ft.) for calves weighing up to 70 kilograms (155 lb) live weight;

   D. 0.37 square metres (3.98 sq. ft.) for calves weighing from 71 to 135 kilograms (156 to 298 lb) live weight;

   E. 0.46 square metres (4.95 sq. ft.) for calves weighing from 136 to 180 kilograms (299 to 397 lb) live weight;

   F. 0.56 square metres (6.03 sq. ft.) for calves and cattle weighing from 181 to 225 kilograms (398 to 495 lb) live weight.

2. For each increase of 45 kilograms, or a fraction thereof in the weight of:

   A. Hogs in excess of 90 kilograms (198 lb) live weight, and

   B. Cattle in excess of 225 kilograms (495 lb) live weight

   an additional 1 square metres (10.76 sq. ft.) floor space shall be added to the requirements mentioned above (1B and 1F).

[1]Motor Vehicles Division. **The Driver's Handbook.** October, 1982.

[2]Source: Alberta Regulations 452/78, pages 1494-1495.

APPENDIX 7

Dangerous Goods

Classification[1] of Dangerous Goods

Class 1: Explosives

Class 2: Gases: compressed, liquified or dissolved under pressure such as anhydrous ammonia

Class 3: Flammable liquids such as gasoline

Class 4: Flammable liquids such as fish meal

Class 5: Oxidizing substances such an ammonium nitrate fertilizers

Class 6: Poisonous and infectious substances such as pesticides and some grain fumigants

Class 7: Radioactive materials

Class 8: Corrosives such as potassium hydroxide fertilizers

Class 9: Miscellaneous dangerous substances or organisms not included in any of the other classes

Hauling or Transporting Regulated Dangerous Goods

A. The lettering on the placard must be on a light background and finished with a light-reflecting paint.

Operating an applicator

When operating an applicator, the applicator must be equipped with brakes, brake lights, tail and signal lights.

Exceptions[2] to the brake requirements are where the applicator has a gross trailer mass of:

A. 2270 kilogram (4994 lb) or less and is being drawn by a motor vehicle that has a manufacturer's gross vehicle mass of 2720 kilogram (5984 lb) or more.

B. Between 2271 and 3100 kilograms (4995 and 6821 lb) and is being drawn by a motor vehicle that has a manufacturer's gross vehicle mass of 3630 kilograms (7986 lb)

C. Between 3101 and 3860 kilograms (6822 and 8492 lb) and is being drawn by a motor vehicle that has a manufacturer's gross vehicle mass of 5450 kilograms (11990 lb) or more.

D. Between 3861 and 4300 kilograms (8493 and 9460 lb) and is being drawn by a motor vehicle that has a manufacturer's gross vehicle mass of 6800 kilograms (14960 lb) or more, or

E. Between 4301 and 5896 kilograms (9461 and 12971 lb) and is being drawn by a motor vehicle that has a manufacturer's gross vehicle mass of 13607 kilograms (29935 lb) or more.

The brake, tail and signal lights must be permanently installed on the rear of the applicator at a distance not more than 1.7 metres (2.3 ft.) from its vertical edges.

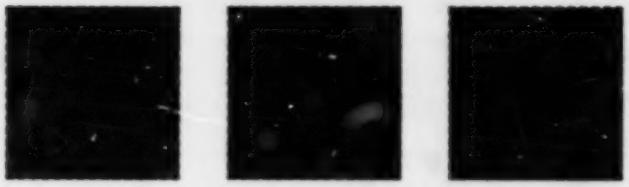
[1]Government of Canada. **Transportation of Dangerous Goods Act. Lois sur le transport des marchandises dangeruses. 29 Elizabeth II,** Chapter 36. Queen's Printer: Ottawa, 1980.

[2]Government of the Province of Alberta. **Transportation of Anydrous Ammonia and other Fertilizers Order.** Motor Transport Act. Alberta Regulation 56/83. Queen's Printer: Edmonton, Calgary, February 1983.

APPENDIX 8

TRANSPORTATION OF DANGEROUS GOODS

CLASS 1 EXPLOSIVES



*Class Divisions and Compatibility Group

▲Compatibility Group

CLASS 2 GASES

Flammable

Non-flammable, Non Toxic

Poisonous

CLASS 3 LIQUIDS

Flammable

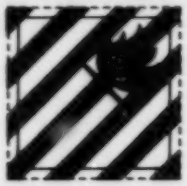
Combustible

Placard

Maritime International

CLASS 4

Flammable Solid



Spontaniously Combustible

Dangerous When Wet

CLASS 5 EXPLOSIVES

Oxidizer

Organic Peroxide

CLASS 6 POISONOUS AND INFECTIOUS SUBSTANCES

Poisonous

Harmful

Infectious

Label

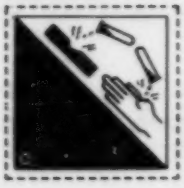
CLASS 7 RADIOACTIVE

Placard

Label

CLASS 8

Corrosive



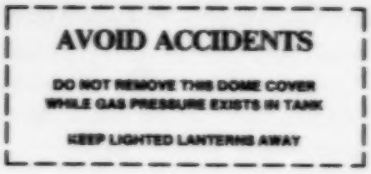
CLASS 9

Miscellaneous Dangerous Goods

Mixed loads, goods in limited quantities or consumer commodities

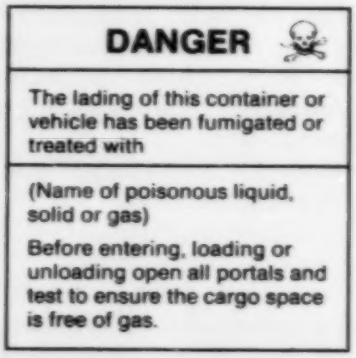
OTHER SAFETY MARKS

Attention PCB



Dome Placard

Fumigation


DANGER
The lading of this container or vehicle has been fumigated or treated with
(Name of poisonous liquid, solid or gas)
Before entering, loading or unloading open all portals and test to ensure the cargo space is free of gas.

Oxygen Depletion

Cargo Aircraft Only

Product Identification Number

OR

Magnetized Material

APPENDIX 9

Alberta's Driver Licence System

Condition Code (Restrictions) Endorsements

To allow more flexibility and provide an easier understanding of the Condition Codes, the number of codes have been increased and the numerical characters have been changed to alphabetical characters, in accordance to the following list.

Condition Codes Prior January 1/84	Condition Codes Effective January 1/84	
1	A	Adequate Lenses
2	B	Special Conditions as shown on face of this licence
3	C	Periodic Medical
4	D	Periodic Vision Report
5	E	Periodic Driver Examination
6	F	Licence valid without Part-I photo card. Licensee must apply for Part-I photo card within fourteen (14) days after returning to Alberta
	G	Part-II — Licence valid without Part-I photo card
	H	Daylight driving only
	J	Both outside mirrors
	K	Automatic transmission
	L	Adequate Hand Controls
	M	Under Driver Control Board Review
	N	Excludes carrying passengers for hire
	P	Testing to be conducted by Provincial Driver Examiner only
	Q	Air Brake Endorsement
	R	Excludes the operation of a single motor vehicle with 3 or more axles except for a mobile crane or self-propelled oil and gas well service rig, whether or not it is towing a trailer, while operated at a speed not exceeding 70 kilometres per hour.

To see how your licence may change, please refer to the following chart.

Classes Prior To January 1, 1984	Classes Effective January 1, 1984
1,3	1
1,3,6	1,6
2,3	2
2,3,6	2,6
3	3
3,6	3,6
4,3	3,4
4,3,6	3,4,6

Classes Prior To January 1, 1984	Classes Effective January 1, 1984
4,5	4
4,5,6	4,6
5	5
5,6	5,6
6	6
7	7

Motor Vehicles Division Issuing Office Locations

Edmonton (427-7013)

* North Office
  10125 Princess Elizabeth Avenue
  T5G 0X9
* West Office
  15220 - 114 Avenue
  T5M 2Z2
* Lendrum
  5848 - 111 Street
  T6H 3G1

Red Deer (343-5217)

* 6360 - 50 Avenue
  T4N 4C6

Medicine Hat (529-3650)

* 770 - 6 Street, S.W.
  T1A 4J6

Calgary (297-4210)

* Bowness Office
  4020 Bowness Road, N.W.
  T3B 4W4
* Norcal
  2916 - 5 Avenue, N.W.
  T2A 4V4
* Sloane Square
  5920 - 1A Street, S.W.
  T2H 0G3

Lethbridge (329-5254)

* 200 - 5 Avenue, S.
  T1J 4C7

Grande Prairie (539-2320)

* 8202 - 110 Street

Fort McMurray (743-7223)

* 180 MacKenzie Blvd.

Plus local offices in 160 communities.

SOURCE: MOTOR VEHICLES DIVISION, "ALBERTA'S DRIVER LICENCE SYSTEM", January, 1984.

Alberta's Driver Licence System

Effective January 1, 1984, Alberta's Driver Licence System will be changed to meet today's driving needs.

Some of the more notable changes are:

1. Number of axles, rather than vehicle weight, will be used to determine the class of operator licence required.
2. Medical requirements will be simplified to coincide with recommendations made by the Canadian Medical Association. These changes will reduce the number of medicals required. For drivers' licenses in Classes "1", "2" and "4", this change will eliminate annual medicals and require one medical upon initial application; then one every five years until age 45; then every two years to age 65; and then annually thereafter.

This pamphlet is a supplement to the Alberta Drivers' Handbook in relation to providing detailed information about the New Driver Licence Structure.

Alberta Drivers' Handbooks are available at all Motor Vehicles and Licensing Issuing Agents offices throughout the province.

Driver Licence Classifications

Class 1

The holder of a Class 1 operator's licence may operate any motor vehicle or combination of vehicles other than a motorcycle.

Minimum learning or licensing age — 18 years.

Class 2

The holder of a Class 2 operator's licence may operate:

a) any motor vehicle or combination of vehicles that the holder of a Class 3, 4 or 5 operator's licence may operate, and

b) a bus.

Minimum learning or licensing age — 18 years.

Class 3

The holder of a Class 3 operator's licence may operate:

a) any motor vehicle or combination of vehicles that the holder of a Class 5 operator's licence may operate

b) a single motor vehicle with 3 or more axles, and

c) a motor vehicle with 3 or more axles towing a trailer with one (1) or more axles, if the trailer is not equipped with airbrakes.

No holder of a Class 3 operator's licence shall operate a motor vehicle:

a) that has a seating capacity of more than 15 while that vehicle is transporting any person in addition to the operator, or

b) to transport passengers for hire.

Minimum learning or licensing age — 18 years.

Class 4

The holder of a Class 4 operator's licence may operate:

a) any motor vehicle or combination of motor vehicles that the holder of a Class 5 operator's licence may operate, and

b) an ambulance, taxi or bus having a seating capacity of not more than 24, excluding the operator.

Minimum learning or licensing age — 18 years.

Class 5

The holder of a Class 5 operator's licence may operate:

a) a 2 axle single motor vehicle, excluding a motorcycle;

b) a 2 axle motor vehicle towing a trailer with one or more axles, if the trailer is not equipped with airbrakes;

c) a recreational vehicle or any combination of a recreational vehicle and a trailer, if the trailer has not more than 2 axles and is not equipped with airbrakes.

d) a moped.

No holder of a Class 5 operator's licence shall operate a motor vehicle:

a) that has a seating capacity of more than 15 while that vehicle is transporting any person in addition to the operator, or

b) to transport passengers for hire.

Minimum learning age — 14 years. Minimum licensing age — 16 years.

Class 6

The holder of a Class 6 operator's licence may operate a motorcycle and a moped.

Minimum learning or licensing age — 16 years.

Class 7

The holder of a Class 7 operator's licence may operate:

a) a moped;

b) a motor vehicle referred to in the Class 5 category as a learner, and

c) a motorcycle as a learner if he is at least 16 years of age

Minimum learning or licensing age — 14 years.

Definitions

Ambulance: Means an emergency vehicle that is designed for the transport of injured persons and is equipped with rescue or first-aid equipment.

Recreational Vehicle: Means a motor vehicle designed or used for travel with temporary living accommodation for vacation or camping purposes.

For Hire: Means that the vehicle owner or operator, or the operator's employer is being paid for the service provided.

Medical Requirements:

Medical reports are required in Classes 1, 2 and 4:

- — on initial application;
- — every 5 years to age 45;
- — every 2 years from age 45 to age 65;
- — every year from age 65 and older.

Medical reports are required in Classes 3, 5, 6 and 7:

- — between age 69 and age 79, upon application and at 2 year intervals;
- — age 79 and older upon application and at yearly intervals

Note: In any classification, medical reports may be required upon the request of the Motor Vehicles Division in order to determine the physical condition of the licence holder.

SOURCE: MOTOR VEHICLES DIVISION, "ALBERTA'S DRIVER LICENCE SYSTEM", January, 1984.

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